
NORFOLK SOUTHERN RAILWAY

TIME TABLE

NO. 2

EFFECTIVE 12:01 A. M.

(EASTERN STANDARD TIME)

SUNDAY, JULY 12, 1964

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

W. HENSHELL, JR., Vice-President—Operations

S. C. CHERRY, Asst. Vice-President—Operations

D. F. McPHERSON, General Superintendent

NORTHERN DISTRICT

SOUTHBOUND

Norfolk — (Belhaven) — Marsden

NORTHBOUND

Third Class			Second Class	Station Numbers	Distance from Berkley	Mile Post	TIME TABLE No. 2		Capacity of tracks in cars		Second Class	Third Class			
27	87	63	64				88	26	EFFECTIVE		Siding	Other	Daily	Daily Ex. Sat. and Sun.	Daily Ex. Sun.
Daily Ex. Sun.	Daily Ex. Sat. and Sun.	Daily							Sunday, July 12, 1964						
	A. M. 7.10 ⁸⁸	A. M. 12.30	3	3.2	3.2	Lv. N C P R	NORFOLK	Ar. B Y L Y X T		Yard	P. M. 12.20	A. M. 7.05 ⁸⁷			
	7.25	12.52	12	11.6	11.6	P	FENTRESS 8.4		73	18	12.01	6.45			
	7.55	1.17	24	24.1	24.1	P	MOYOCK 12.5		83		11.34	6.18			
	8.25	1.33	34	33.7	33.7	D P	SHAWBORO 9.6		54	30	11.18	6.02			
	8.40	1.41	39	39.2	39.2	P	BELCROSS 5.5		47	11	11.10	5.54			
	*8.55	1.43	41	40.7	40.7	D P	CAMDEN 1.5		17	40	11.06	5.51			
	9.06 12.30 ⁶⁴	1.57	45	45.7	46.6	D P	ELIZABETH CITY 15.4	YL	83	Yard	10.55 ⁸⁷	5.40			
	1.25	2.31	61	61.1	62.0	D P	HERTFORD 11.5		70	54	10.21	3.40			
	1.50	2.50 ⁸⁸	73	72.6	73.5	D P	EDENTON 3.3	YL	84	Yard	10.02	2.50 ⁸⁸			
	1.57	2.57	76	75.9	76.8		WADDILL 6.4		54	5	9.55	2.15			
	2.47	3.47	82	82.3	83.2	D P	MACKEYS 9.2		66	Yard	9.05	1.25			
	4.05	4.30	91	91.5	92.4	N C P R	PLYMOUTH 8.9	YL	77	Yard	8.50	1.10			
	4.25	4.50	100	100.4	102.2	P	HINSON 11.1		70		8.05	11.35			
	4.49	5.14	112	111.5	113.3	P	PINETOWN 17.0			13	7.41	11.11			
A. M. 10.15			1417			D	BELHAVEN 17.0			Yard		A. M. 9.35			
11.30	4.49	5.14	112	111.5	113.3	P	PINETOWN 5.7			13	7.41	11.11	8.35		
11.40	5.02	5.27	118	117.2	119.0	P	ALLIGOODS 6.5		99		7.28	10.58	8.25		
12.10	5.16	5.41	125	123.7	126.0	D P	WASHINGTON 3.8	YL		Yard	7.14	10.44	8.10		
12.30 P. M.	5.30 P. M.	5.55 A. M.	128	127.5	130.0	N C P R	MARSDEN YL Y		88	Yard	7.00 A. M.	10.30 P. M.	7.30 A. M.		
27	87	63	The time shown at Washington for all trains applies at main line switch of track leading to station.								64	88	26		
Daily Ex. Sun.	Daily Ex. Sat. and Sun.	Daily								Daily	Daily Ex. Sat. and Sun.	Daily Ex. Sun.			

CENTRAL DISTRICT
Raleigh — Marsden

SOUTHBOUND

NORTHBOUND

Third Class			Second Class	Station Numbers	Distance from Berkley	Mile Post	TIME TABLE No. 2			Capacity of tracks in cars		Second Class	Third Class	
45	43	63	63				64	42	44	EFFECTIVE			Siding	Other
Tues. Thur. Sat.	Tues. Thur. Sat.	Daily		Sunday, July 12, 1964			STATIONS							
		A. M. 6.30 ⁶⁴	128	127.5	130.0	Lv. NC P R	MARSDEN	Ar. YL Y	88	Yard	6.10 ⁶³			
		6.54	139	138.6	141.1	P	SIMPSON	11.1	77	5	5.42			
	A. M. 9.30	7.17	145	144.3	146.8	D P	GREENVILLE	5.7 YL Y X	72	Yard	5.30	A. M. 10.30		
	9.55	7.45	157	156.3	159.9	D P	FARMVILLE	12.0 YL X	77	Yard	5.05	10.05		
	10.02	8.02	164	162.6	166.2	D P	WALSTONBURG	6.3		18	4.54	9.54		
	10.15	8.13	171	169.8	173.5	D P	STANTONSBURG	7.2	69	41	4.43	9.43		
A. M. 11.00	10.30 A. M.	8.45	178	177.6	181.3	D P R	WILSON	7.8 B YL Y X	58	Yard	4.30	9.30 [*]	P. M. 12.05	
11.10		9.00	182	181.0	186.1	P	PINO	3.4 YL	45		3.27		11.40	
11.20		9.10	190	188.1	193.2	P	NEVERSON	7.1	46	205	3.17		11.30	
11.40		9.14	192	191.0	196.2	D P	BAILEY	2.9	10	19	3.13		11.20	
12.01		9.22	198	196.2	201.4	D	MIDDLESEX	5.2	27	18	3.05		11.05	
1.00		9.35	205	203.7	208.9	D P	ZEBULON	7.5	35	47	2.52		10.45	
1.30		9.42	210	208.3	213.5	D P	WENDELL	4.6		31	2.45		10.10	
1.34		9.46 ⁴⁴	212	210.6	215.8	P	EAGLE ROCK	2.3	21	12	2.41		9.50 ⁶³	
1.43		9.55	217	215.5	220.7	P	KNIGHTDALE	4.9	29	8	2.32		9.45	
2.01		10.13	227	225.3	230.5		EDGETON	9.8 YL X			2.04		9.13	
2.15 P. M.	10.30 A. M.	228	226.0	231.2	NC P R Ar.	RALEIGH	0.7 YL Y TT Lv.			Yard	2.01 A. M.		9.10 A. M.	
45	43	63									64	42	44	
Tues. Thur. Sat.	Tues. Thur. Sat.	Daily									Daily	Mon. Wed. Fri.	Mon. Wed. Fri.	

SOUTHBOUND

NORTHBOUND

Second Class			Station Numbers	Distance from Marsden	Marsden — New Bern			Capacity of tracks in cars		Second Class
31	31	30			Siding	Other	Daily Ex. Sun.	Daily Ex. Sun.	A. M.	
Daily Ex. Sun.										
A. M. 9.30	128	0.0	Lv. NC P R	MARSDEN	Ar. YL Y		Yard	A. M. 7.30		
	2130	29.6		BRIDGETON	YL Y		Yard			
1.00 P. M.	2131	31.1	NC D Ar.	NEW BERN	B Y Lv.		Yard	6.00 A. M.		

WESTERN DISTRICT
Raleigh — Charlotte

SOUTHBOUND

NORTHBOUND

Third Class			Second Class			Capacity of tracks in cars		Second Class			Third Class					
47			51			64		50			46					
Third Class	Second Class	Second Class	Station Numbers	Distance from Berkley	Mile Post	TIME TABLE No. 2						Siding	Other	Daily	Daily Ex. Sun.	Daily Ex. Sun.
47	51	63				EFFECTIVE										
Sunday, July 12, 1964																
STATIONS																
Daily Ex. Sun.	Daily Ex. Sun.	Daily				Lv.					Ar.					
A. M. 7.00		P. M. 12.30	228	226.0	231.2	N P R	RALEIGH	1.9			B Y L Y T T		Yard	P. M. 7.55	P. M.	P. M. 4.20
7.12		12.42		227.9	233.1	N P	BOYLAN	4.4			Y L X			7.39		4.06
7.19		12.49	233	232.3	237.5	P	SYLVAOLA	5.4	31					7.32		3.59
7.29		12.59	238	237.7	242.9	P	McCULLERS	9.0	46					7.22		3.49
7.48		1.18	247	246.7	251.9	D P R	VARINA	4.8	49	72				7.03		3.30
A. M.		1.30	252	251.5	256.7	D P	DUNCAN	9.9	53	51				6.45		P. M.
		1.47	262	261.4	266.6	D P	BRICKHAVEN	7.7	18	38				5.59		
		2.03	270	269.1	274.3	D P	COLON	8.2	44	113				5.43		
		2.18	278	277.3	282.5	P	GULF	4.7		21				5.28		
		2.28	283	282.0	287.2	P	CARBONTON	5.3	46	3				5.18		
		2.37	288	287.3	292.5	P	GLENDON	4.0		13				5.09		
		2.44	293	291.3	296.5	P	PUTNAM	5.8	30					5.02		
		2.54	298	297.1	302.3	P	PLANKROAD	2.0	41					4.52		
		2.58	300	299.1	304.3	D P	ROBBINS	11.8		41				4.48		
	A. M. 7.30	4.05 ⁶⁴	311	310.9	316.1	D P R	STAR	7.7	65	Yard				4.05 ⁶³	P. M. 1.00	
	8.05	4.17	319	318.6	323.8	D P	TROY	3.8	29	42				3.50	12.05	
	8.13	4.27	323	322.4	327.6	P	LEWIS HILL	9.6	26					3.40	11.30	
	8.35	4.44	332	332.0	337.2	D P	MT. GILEAD	7.8		43				3.25	11.10	
	9.00	5.20	341	339.8	345.0	D P	NORWOOD	12.5	54	68				3.10	10.40	
	9.25 ⁵⁰	6.00	353	352.3	357.5	D P	OAKBORO	10.4	23	35				2.33	10.00 ⁵¹	
	A. M.	6.20	363	362.7	367.9	P	MIDLAND	18.7	17	18				2.14	A. M.	
		7.15	383	381.4	386.6	NC P	CHARLOTTE					Yard		1.30		
		P. M.				Ar.								P. M.		
47	51	63												64	50	46
Daily Ex. Sun.	Daily Ex. Sun.	Daily												Daily	Daily Ex. Sun.	Daily Ex. Sun.

BEACH DISTRICT
Norfolk – Shelton

Station Number	Distance from Norfolk	STATIONS	Capacity of tracks in cars	
			Siding	Other
3	0.0	N C P R NORFOLK B Y L Y X T T 2.2		Yard
1102	2.2	TIDEWATER x	21 & 29	
1104	3.6	N P . COLEMAN PLACE x 1.4	14	
1106	6.4	P CAMDEN HEIGHTS 2.8		
1108	7.5	DIAMOND SPRINGS 1.1		16
1110	9.6	SHELTON 2.1		Yard

BEACH DISTRICT
Tidewater – Virginia Beach

Station Number	Distance from Norfolk	STATIONS	Capacity of tracks in cars	
			Siding	Other
1102	2.2	TIDEWATER x 3.2	21 & 29	
1205	5.4	GREENWICH 2.2		12
1207	7.6	EUCLID 6.9	15	56
1214	14.5	OCEANA 1.3		21
1216	15.8	SEATACK 1.3		11
1217	17.1	VIRGINIA BEACH 1.3	36	12

WESTERN DISTRICT

Durham – Duncan

SOUTHBOUND		NORTHBOUND			
Second Class	Station Numbers	Distance from Duncan	STATIONS	Capacity of tracks in cars	Second Class
35					34
Daily Ex. Sun.					Daily Ex. Sun.
P. M. 3.00	3241	40.5	Lv. DURHAM Ar. 30.3	Yard	P. M. 12.15
	3210	10.2	BONSAL x 10.2	2	
5.30 P. M.	252	0.0	DUNCAN Ar. Lv.	110	10.00 A. M.

Aberdeen – Star

Second Class	Station Numbers	Distance from Star	STATIONS	Capacity of tracks in cars		Second Class
39				38		
Daily Ex. Sun.				Siding	Other	Daily Ex. Sun.
A. M. 7.00	311	0.0	Lv. STAR Ar. 3.1		Yard	P. M. 12.15
	3303	3.1	BISCOE 5.2		49	
	3308	8.3	CANDOR 12.1		21	
	3320	20.4	WEST END 7.2		31	
	3327	27.6	PINEHURST 4.4		23	
	3332	32.0	TALBIRD 1.3	23	39	
9.30 A. M.	3334	33.3	ABERDEEN Ar. Lv.		Yard	10.00 A. M.

Varina – Fayetteville

SOUTHBOUND		NORTHBOUND			
Second Class	Station Numbers	Distance from Varina	STATIONS	Capacity of tracks in cars	Second Class
47					46
Daily Ex. Sun.					Daily Ex. Sun.
A. M. 8.00	247	0.0	Lv. VARINA Ar. 8.8	49 72	P. M. 3.30
	3109	8.8	KIPLING 6.2	16 6	
	3115	15.0	LILLINGTON 2.9		18
	3118	17.9	SENTER B 24.3	21 152	
		42.2	A. C. L. JCT. 0.7		
11.00 A. M.	3143	42.9	FAYETTEVILLE Ar. Lv.		Yard 12.01 P. M.

SPECIAL INSTRUCTIONS

CONSULT BULLETIN BOOKS (RULE 707)

All scheduled Northbound Trains are superior to trains of the same class moving in the opposite direction in accordance with Rule S-72: Except No. 47 is superior to No. 46 Raleigh to Fayetteville, No. 39 is superior to No. 38 Star to Aberdeen and No. 51 is superior to No. 50 Star to Oakboro.

1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS

(Rules 4 and 83(c))

A train must receive a clearance card before leaving its initial station except No. 27 at Belhaven, No. 31 at Marsden, No. 35 at Durham, No. 46 at Fayetteville, No. 38 at Aberdeen and No. 50 at Oakboro.

2. BULLETIN BOOKS

(Rules 707, 856, 1011, 1052 and 1076)

Norfolk (Roundhouse)	Raleigh (Yard Office)
Norfolk (Yard Office)	Raleigh (Shop)
Plymouth	Varina
New Bern	Duncan
Marsden	Durham (Yard Office)
Greenville	Star
Wilson	Charlotte

3. TRAIN REGISTERS

(Rules 83, 83(a) and 83(b))

Norfolk Yard Office	Charlotte
Marsden	Varina
New Bern	Duncan
Raleigh Yard Office	Durham Yard
Star	Aberdeen
Fayetteville	(a)Oakboro

(a) No. 51 only.

4. STANDARD CLOCKS

(Rule 3)

Norfolk Yard Office	Marsden
Raleigh Yard Office	Star
Raleigh Dispatcher's Office	

5. RAILROAD CROSSINGS AT GRADE

(Rules 98, 14(g), 14(j) and 14 (m))

At railroad crossings at grade where BOTH fixed approach signal and operative home signal are located and in operation, all trains will reduce speed a sufficient distance before reaching approach signals so as not to pass approach signal running in excess of fifteen (15) miles per hour, and will run at RESTRICTED SPEED from approach to home signal, prepared to stop, and must stop before reaching the home signal, unless a proceed signal is received.

At railroad crossings at grade where ONLY operative home signals are located and in operation and where approach signals are NOT located, all trains will approach home signal running at RESTRICTED SPEED, prepared to stop, and must stop before reaching home signal, unless proceed signal is received.

Railroad crossing approach signals are of the one-arm "fishtail" semaphore type, painted YELLOW, fixed in the upper quadrant, and mean PROCEED AT RESTRICTED SPEED PREPARED TO STOP BEFORE REACHING HOME SIGNAL OR RAILROAD CROSSING STOP SIGN LOCATED NEAR CROSSING.

Home signals are of the one-arm, two position, lower quadrant, semaphore type, for day indication, and are equipped with RED and GREEN glass lens illuminated by oil lamps or electric lights, for night indication. (At some crossings the RED and GREEN lights are in metal cases fastened on the semaphore posts below the semaphore arms.)

The horizontal position of the semaphore arm means "RED BOARD"—STOP! The downward position of 45 degrees or more of the semaphore arm indicates "CLEAR BOARD"—PROCEED. When a RED light is displayed it means STOP. When a GREEN light is displayed it means PROCEED. When a "RED BOARD" or "RED LIGHT" is displayed all trains must STOP before reaching such "RED BOARD" or "RED LIGHT" and will not

Table showing railroad crossings at grade; the type of signals or signs in use; the distance from approach to home signals or stop signs and from home signals or stop signs to crossings, and the STOP crossings where no operative signals governing the movement of trains are in use.

Name of railroad and approximate location of crossing	Distance from approach to home signal or stop sign		Distance from home signal or stop sign to crossing	
	North side	South side	North side	South side
N&W, Coleman Place	2,500 feet	2,500 feet	180 feet	1,020 feet
N&W, Tidewater	2,200 feet	2,200 feet	900 feet	170 feet
N&PBL, Berkley	No approach signals		193 feet	210 feet
N&W, Berkley	(g) See special instructions		325 feet	500 feet
N&W, Norfolk	No approach signals		145 feet	450 feet
ACL, Plymouth (old main line) (STOP SIGNS)	No approach signals		50 feet	50 feet
ACL, Greenville (STOP SIGNS)	2,623 feet	1,498 feet	150 feet	150 feet
EC, Farmville	1,529 feet	1,971 feet	Located at crossing	
ACL, Wilson	1,200 feet	None	357 feet	357 feet
SAL, Edgeton	3,343 feet	None	310 feet	165 feet
SAL and Southern, Boylan	1,338 feet	1,243 feet	284 feet	586 feet
D&S, Varina (STOP SIGNS)	1,815 feet	2,013 feet	103 feet	50 feet
Southern, Gulf (STOP SIGNS)	1,585 feet	1,547 feet	100 feet	150 feet
Southern, near North Charlotte (STOP SIGNS)	1,846 feet	1,335 feet	165 feet	165 feet
SAL and Southern, Charlotte, (4 crossings) (STOP SIGNS)	805 feet	1,439 feet	195 feet	161 feet
ACL, Fayetteville	No approach signals		317 feet	300 feet
ACL, (wye) Fayetteville Yard (STOP SIGNS)	No approach signals		50 feet	50 feet
SAL, Bonsal	1,561 feet	1,550 feet	139 feet	150 feet

proceed until a "CLEAR BOARD" or "GREEN LIGHT" signal is received. Exception as to aspect: A yellow light displayed at the southbound home signal at Boylan tower will be accepted for a track line-up to the Southern Railway yard. Yellow lights will also govern return movements from the Southern Railway yard.

When practicable all members of each crew will maintain a constant lookout ahead for a distance of at least three-quarters of a mile approaching all railroad crossings at grade, and will observe whether any member of the crew fails to comply with the above rules and upon such failure by any member of the crew all other members of the crew must immediately take the proper action to avert any accident.

(a) UNATTENDED INTERLOCKING AT WILSON

Color light type signals and power operated derrails are installed, one of each being located on each side of the crossing. The RED signal aspect will indicate "STOP". The YELLOW signal aspect will indicate "Proceed at Restricted Speed". It will be necessary for a member of crew of Norfolk Southern to operate a push button controller before derrails are moved and a signal received to proceed. These controllers are located as follows:

1. At northward home signal (110 feet south of crossing).
2. At southward home signal (200 feet north of crossing).
3. North of Black Creek Road Crossing on West Side.
4. North of Tarboro Street on West Side.

Trainmen must familiarize themselves with the location of such controllers, any one of which may be used to indicate desire for movement over the railroad crossing, being careful to avoid using them until it is definitely known that the movement over the crossing can be completed. There are three push buttons in the controller at each location, two of which are used to distinguish between a movement of more than 15 cars and one of 15 cars or less. These are designated as "long train" and "short train" controllers. The third push button is used to cancel a request. There is a light associated with each controller that will burn after controller has been operated if there are no conflicting movements on the Norfolk Southern. Atlantic Coast Line dispatcher at Centralized Traffic Control Station, Rocky Mount, will exercise supervisory control over Norfolk Southern signals and if he desires to hold Norfolk Southern movement, the light in the controller will be extinguished. When the light in controller is extinguished under such circumstances, procedure should be repeated after lapse of three minutes.

Push button controllers are equipped with time element devices which operate automatically if a movement of engine or train has been delayed after controllers have been manipulated. When more than ten minutes have been consumed after operating a controller and obtaining indication to proceed, movement of train or engine must approach home signals under full control expecting the signals to change from proceed (YELLOW) to stop (RED). For northward through movements, member of crew should operate controller at Tarboro Street and, under normal conditions, movement should not start until the "S" indicator is displayed. This indicator, when displayed, authorizes NS movement to the home signal, and, if there are no conflicting moves on the ACL, they may expect home signal to display a proceed at restricted speed signal. This indicator, under no circumstances, should be considered an approach signal to the home signal at crossing and trains must proceed at restricted speed, prepared to stop at the home signal. For through movements southbound, member of crew should operate the controller at Black Creek Road and if controller light is not extinguished, proceed and be governed by home signal indication.

If after following the above-mentioned normal procedures the signals fail to clear, the following emergency operation of the crossing should be followed:

Norfolk Southern crews will push button and observe indicator light mounted on side of main instrument case at the crossing. If light is burning, operate the push button controller at the signal to be used, then operate the emergency key controller also located on the main instrument case, and signal should clear immediately. If light is not burning and crew has assured themselves that there are no conflicting movements in evidence on the Coast Line,

operate emergency key controller and after 5 minutes signal should clear. If signal does not clear, flag protection must be provided by placing lighted fusee at each of the four Coast Line home signal locations—about 350 feet from crossing—and securing key from sealed emergency box to be used to unlock the dual control machine, allowing the derrails to be thrown by hand. After movement is completed, restore derrails and return emergency key to emergency box, locking same. Report should be made to train dispatcher at Raleigh as quickly as practicable, giving full particulars.

(b)

The EC crossing at Farmville is protected by a manually operated high switchstand signal target equipped with reflectorized red and green roundels, situated near the crossing and is operated by the EC. The normal position of this signal is proceed for the Norfolk Southern and is set against the Norfolk Southern when the crossing is in use by the EC.

(c) SEMI-AUTOMATIC INTERLOCKING AT EDGETON

To govern movements from the north side over the SAL crossing at Edgeton there is an approach signal of the semaphore type with the arm fixed in the upper quadrant of 45 degrees and equipped with a yellow light, located 3,653 feet from the crossing and a disc shaped operative home signal displaying RED for STOP and GREEN for PROCEED located 310 feet from the crossing. All trains will pass the approach signal running at restricted speed and proceed at restricted speed prepared to stop and must stop before reaching home signal unless a green light indicating proceed is displayed in home signal. When a southbound train passes the approach signal the home signal will automatically display proceed signal for movement over the crossing provided there is no Seaboard train occupying its approach or the Seaboard route over the crossing has not been set up previous to the time a Norfolk Southern train occupies its approach. If the main line switch at the southbound end of the storage track at Colonial Stores or the main line switch to the SAL connection track is set against the main line while engine or cars are occupying the main line between the approach signal and either of these switches and switches are changed back for main line operation this will clear the home signal automatically the same as the approach signal located near the north end of Colonial Stores storage track provided the Seaboard route over the crossing has not previously been set up and no SAL train is occupying its approach.

To govern northbound movements over the SAL crossing there is a home signal identical to the home signal on the north side located 165 feet from crossing. This signal will not automatically display proceed upon approach of trains. An electric hand switch or "button" is located approximately 1,000 feet south of the crossing. Northbound trains and yard engines desiring to pass over the crossing will make contact by occupying the approach circuit and a member of the crew will turn this "button" which will line the power operated switch point derail and display proceed at the home signal provided the plant has not been previously lined for a Seaboard movement or a Seaboard train is not occupying its approach. Trains and yard engines working on this approach desiring to switch past home signal will occupy approach and turn the "button" and obtain proceed signal before passing same, and if back-up movement is made and it is desired to again pass home signal this "button" or the "button" located on home signal must be turned again, provided train has not cleared the main track. Trains working on this approach and not wishing to proceed past home signal should not turn the electric "button." This will leave the plant free for use by the Seaboard insofar as occupancy of this approach by a Norfolk Southern train is concerned. It also provides proper use of the switch point derail in the event of run-away cars. No semaphore approach signal is provided for northward movements.

The main line rails are bonded from the crossing to a point approximately 165 feet south of the frog in No. 1 yard track so that a train or yard movement departing from the main line may occupy the approach without fouling No. 1 yard track.

The main line switch to No. 1 yard track and the main line switch to the lead or "ladder" track are "shunted" so that a train or yard movement departing from No. 1 track or any other track in the yard may occupy the approach by setting either of

these switches against the main line. These two switches should be left set for main line movement except while in use. Occupying the approach either on the main line or by throwing the track switches as stated is without effect until the "button" is turned, therefore, when making movements on the north end of the yard short of the home signal the "button" should not be turned. This "button" should only be turned for through movements over the crossing and for movements intended to pass the home signal but not go all the way through the plant.

In the event the home signal is cleared for either northbound or southbound movement and the movement is not consummated the plant will be tied up insofar as its use by the Seaboard is concerned. If a Seaboard movement over the crossing is desired when the plant is lined for a Norfolk Southern movement, upon the Seaboard dispatcher lining the proper signal for the route and the Seaboard train occupying its approach, a lunar white indication located at the crossing and focused so as to be visible to Norfolk Southern trains approaching the crossing from either direction will be illuminated. When this indication is observed if it is desired to complete movement over the crossing it should be done promptly. Three minutes after the above described indication is displayed, which should afford ample time for Norfolk Southern movement to reach the crossing, the Norfolk Southern home signals will be set at stop. After another interval of three minutes the Seaboard home signals will display proceed permitting Seaboard movement over the crossing. In like manner after a signal is lined for a Seaboard movement over the crossing and the Seaboard movement is not consummated and a Norfolk Southern movement is desired in the meantime, when a northward Norfolk Southern train occupies the approach and turns the electric "button" or when a southbound Norfolk Southern train occupies its approach, a timing action is initiated and after four minutes Seaboard home signals will be set at stop. After expiration of an additional time interval of four minutes Norfolk Southern home signals will display proceed for movement over the crossing.

Proceed signals authorizing reverse movement over the crossing may be obtained by operation of the electric "buttons" located on Norfolk Southern home signals or by turning the northward electric hand switch or "button" located near the switch to No. 4 yard track. Operation of either of these "buttons" will produce proceed signal on the home signal for reverse movement when the plant is in use by the Norfolk Southern.

Manual time releases for each road are located on case near the north-east corner of crossing. The handles are protected by switch locks and marked "Norfolk Southern" and "Seaboard." Time release should only be used by permission of Seaboard train dispatcher, or when plant fails to clear and no means of communication with Seaboard train dispatcher are available. To operate time release a member of the crew will turn time release handle all the way to the right and after an interval of four minutes the home signals should clear. If this does not clear the home signals, stand clear of home signal and report the facts and await instructions.

The Seaboard dispatcher will receive an indication of the approach of Norfolk Southern trains to the crossing from the north or the approach and operation of electric "button" when a train is approaching the crossing from the south. Telephone intercommunication between the Seaboard and Norfolk Southern yard offices and dispatchers are provided in a booth near the crossing.

(d)

The SAL crossing at Bonsal is protected by what is known as type T-20 electric switch machine equipped with electric lock. The switch machine is located ten feet west of NS track and immediately south of SAL track.

The electrically locked machine will operate the derails. NS crews desiring to remove the derails so movement can be made over crossing will push button in bottom of indicator located on instrument case. Should white light appear in indicator pad lock may then be removed from electric lock and switch machine thrown to the reverse position which removes derails from NS track.

If white light does not appear in indicator after button has been pushed and it has been ascertained that no trains are approaching

on SAL track, it is then necessary to remove pad lock from time release mechanism handle located just above indicator on instrument case; time release handle should then be turned to full right position. After an interval of two minutes a white light will appear in indicator which indicates that electric lock is released and switch machine may then be thrown removing derails from NS track.

(f)

Southbound Norfolk Southern Railway trains and engines will not occupy ACL main track at NS Junction, Fayetteville, until authority has been received from Operator, Fayetteville Ticket Office, through use of telephone located in booth near home signal. Northbound Norfolk Southern trains and engines will not leave Norfolk Southern yard tracks, Fayetteville, until authority has been obtained over telephone located at ACL Freight Station from Operator, Fayetteville Ticket Office.

Southbound trains must stop clear of flashlight signal circuits at the intersection of Hillsboro and Rowan Streets while awaiting authority to occupy the ACL track.

(g)

A proceed home signal (YELLOW over RED) on the south side of the N&W crossing at Carolina junction on the route from Norfolk yard to Berkley will also be regarded as an approach signal for the N&W crossing near Wilson road.

On the south side of the N&W crossing near Wilson Road there are 3 signals on one mast, identified by sign as signal 25. The top signal (YELLOW over 2 REDS) is a proceed signal on the main line track route (the middle track) from Berkley to S. Norfolk yard. When set at proceed this signal will also be regarded as an approach signal (main line track route) to the N&W Railway crossing at Carolina junction.

6. SPECIAL EQUIPMENT, LOAD LIMITS AND RESTRICTIONS

Rule 708

INSTRUCTIONS GOVERNING HANDLING AND MOVEMENT OF SPECIAL EQUIPMENT

The maximum speed of all trains handling scale test cars, company derricks, pile drivers, spreaders and steam shovels on main line between Norfolk and Charlotte is 25 miles per hour. On all branch lines the maximum speed for trains handling such equipment will be 5 miles per hour less than the authorized maximum speed for freight trains on such branch lines.

All such equipment will be moved in special or local freight trains when such train service is available, but may be handled in through freight trains when circumstances require it. Scale test car must be handled next to caboose. When practicable, derricks, pile drivers, ditchers, and similar equipment, and roadway camp and material cars handled in freight trains will be placed in rear of train with the machines ahead of the accompanying camp and material cars.

Commercial shipments, such as derricks, locomotives, steam shovels, cranes, ditchers, and pile drivers, either on their own wheels or loaded on open-top cars, will be placed in rear of train when practicable, and handled in local freight trains when such service is available, but may be moved in through freight trains when circumstances require it. Such shipments must, in all cases, be passed upon by mechanical department inspectors and pronounced loaded in accordance with A. A. R. rules before being moved in trains. When such shipments are offered for movement at points where mechanical department inspectors are not available, they may be handled (if the agent and conductor, after careful inspection, consider the shipment safe for movement) to the next point where mechanical department inspectors are available. However, should there be any question as to whether or not shipment is properly loaded, issuance of bill of lading should be withheld until loading is passed on by mechanical department inspector either at the point offered or at the point where such inspection is available.

All members of train and engine crews will pay particular attention to all types of special equipment handled in their train

and will reduce speed sufficiently below the maximum prescribed where they consider it necessary for safe movement.

GP18 Locomotives are not to be used on the Belhaven, New Bern, Durham or Fayetteville Branches, and are not permitted on any privately owned trestle or bridge except that GP18 locomotives and cars with gross weight under 220,000 pounds may be operated over the bridge of Mitchiner Trucking Company at Airport Siding at a speed not to exceed 10 M. P. H. and on the N. C. Products trestle in Raleigh.

Only G. E. 700 class engines are permitted in the New Bern Oil Mill at New Bern and on the Bayboro Branch.

Tipple located near end of Becker County Sand and Gravel Co. track at Senter will not clear engines.

The maximum weight per car permitted on the Bayboro Branch is 175,000 pounds. At all other points, cars may be handled up to 210,000 pounds. Any weight in excess of 210,000 pounds must be cleared by proper authority.

7. TRAIN MOVEMENTS

(Rules 5 and 82 to 671)

Northbound scheduled trains are superior by direction to southbound scheduled trains of the same class in accordance with Rule S-72. At meeting points between extra trains, southbound extras will take siding unless otherwise directed and if necessary to pull by and back in, Rule S-89(a) will apply.

Enginemen and trainmen must maintain a constant lookout ahead for a distance of at least three-quarters of a mile before reaching yard limit signs, and if necessary to avoid accident engineers will stop trains before passing yard limit signs.

Exposure to rain or moisture impairs the explosive qualities of torpedoes and in such cases too much reliance should not be placed on them. Fusees must not be placed on bridges, highway crossings, or at places where fire can be communicated to platforms or buildings.

Capacity of sidings is based on 56 foot cars in addition to two engine units and cabooses. Other tracks are based on 56 foot cars.

BEACH DISTRICT

Norfolk Southern Railway crews will be governed by N&W Railway time table and special instructions between Carolina and Coleman Place.

The track between Coleman Place and Camden Heights is designated and used as a running track of unassigned direction under the jurisdiction of the dispatcher at Coleman Place, and upon which movements will be made subject to prescribed signals and rules, or special instructions. Verbal permission must be secured or proper signal indication received to use this track at any point.

Crews leaving Little Creek must telephone the dispatcher at Coleman Place, Madison 2-6966, and advise approximate arriving time at Camden Heights, using the telephone at departure end of Little Creek Yard for this purpose.

A passing siding is provided between the power operated cross-over at Ingleside Avenue and Rush Street, having a total length of 2,079 feet, or 1,672 feet between clearance points, with capacity of approximately 30 cars when the paved crossings known as Wyoming Avenue and Rush Street are cleared. A telephone has been provided at the South end (Rush Street) and southbound trains must not leave this siding to occupy the running track without obtaining permission from the dispatcher at Coleman Place.

The following instructions will govern in connection with signal horn operated by the dispatcher at Coleman Place:

NOTE—The signals prescribed are illustrated by "o" for the short sounds; "—" for the longer sounds.

SOUND	INDICATION
— o —	Switching crews at Kendall clear up for an approaching train.
— —	Switching crews at Sears clear up for an approaching train.
o — o	Switching crews communicate with the dispatcher.

Trains and engines using Merrimac, Granville, Clay, Park and Reservoir Avenues, Norfolk, will stop before entering the crossing and a member of the crew will precede each movement to the crossing with proper signals and will stop all vehicular traffic before each movement enters the crossing and will remain on the crossing until the engine or car engages the crossing.

Automatic crossing gates protect train and engine movements over Brambleton Avenue, Norfolk. Switching movements made to and from tracks of Eagleston-Parke, Stewart Coal Company and Southern Materials will actuate the crossing gates and stop vehicular traffic. Brambleton Avenue must not be closed to vehicular traffic in excess of eight minutes at any one time. The crossing gates may be operated by a member of the train crew in order to allow vehicular traffic movement by unlocking the switch lock on the instrument panel which locates directly behind the Brambleton Avenue watchman's box and pulling out the switch handle. Conductors will see that switch handle is pushed in after switching is completed so gates will operate automatically.

NORTHERN DISTRICT

Pipe line over track of Home Feed & Fertilizer Co. at Edenton will not clear a man on top of box car.

A member of the crew must be stationed on front of engine or car moving between Norfolk Yard and Berkley.

A member of the crew must precede all trains and engines crossing Pennsylvania avenue and Hertford highway, Elizabeth City.

CENTRAL DISTRICT

All trains and engines must flag 9th and 10th Streets, Greenville; and Tarboro and Goldsboro Streets, Wilson.

East Carolina Railway trains or engines may use NS main track between connection and FCX plant, Farmville, and will be governed by NS time-table, rules and special instructions.

Crabtree Creek Bridge will not clear man on top of box car or on side of any car.

The Bayboro Branch is within the New Bern Yard Limits (Rule 93).

WESTERN DISTRICT

Crabtree Creek Bridge will not clear man on top of Box Car or on side of any car.

Overhead bridges at mile post 254.2 and mile post 254.8, between Varina and Duncan, will not clear man standing on top of box car.

The conductor or other member of the crew designated by him to do so will precede each movement to all street or highway crossings within the town of Aberdeen with proper signals and stop all vehicular traffic before each movement enters the crossing and will remain on the crossing until the engine or leading car occupies the crossing.

Norfolk Southern trains and engines operated between East Durham and D. & S. C. Junction will be governed by the Time Table, Rules and Special Instructions of Durham & Southern Railway.

Trains will get running orders and secure overdue message on D. & S. trains before entering upon D. & S. tracks.

TRAINS ARE NOT ALLOWED TO STOP ON HAY STREET CROSSING, FAYETTEVILLE.

8. SPEED RESTRICTIONS

(Rules 109 and 1012)

YARD LIMIT BOARDS

Yard Limit Boards are yard speed signs and Read "YL".

DIAMOND-SHAPED SLOW BOARDS

Diamond shaped boards are restrictive speed signs. The figures on them indicate the maximum speed which must not be exceeded until the train passes the diamond shaped board governing trains moving in the opposite direction.

MAXIMUM SPEED

Where lower speed is specified by operating rules and/or special instructions (such as restrictions at/or through yard limits, railroad crossings, bridges, town or city limits, etc.), such lower speed will be observed.

NORTHERN DISTRICT

Between Mile Posts	Miles Per Hour	
	GP18	Other Engines
All Class Engines		
3.0 and 7.0	40	
7.0 and 27.5	30	
27.5 and 41.6	40	
41.6 and 62.8	25	
62.8 and 77.2	40	
77.2 and 82.5	7 (D. B.)*	
82.5 and 92.0	40	
92.0 and 109.8	25	
109.8 and 122.5	45	
122.5 and 125.4	30	
125.4 and 126.9	15 (D. B.)*	
126.9 and 129.0	45	
129.0 and 130.0	30	
0.0 and 10.8 Belhaven Branch		20
10.8 and 11.1 Belhaven Branch		10
11.1 and 17.0 Belhaven Branch		20

Speed is restricted over Church street crossing, Edenton, to 8 miles per hour.

CENTRAL DISTRICT

Between Mile Posts	Miles Per Hour	
	GP18	Other Engines
130.0 and 161.9	25	30
161.9 and 174.3	45	45
174.3 and 181.0	30	30
181.0 and 198.0	45	45
198.0 and 198.7	40	40
198.7 and 198.9	25	40
198.9 and 202.0	40	40
202.0 and 203.0	30	40
203.0 and 210.0	40	40
210.0 and 211.0	30	40
211.0 and 216.0	40	40
216.0 and 223.0	35	35
223.0 and 230.5	30	35
0.0 and 9.0 New Bern Branch		30
9.0 and 12.0 New Bern Branch		25
12.0 and 17.0 New Bern Branch		30
17.0 and 29.6 New Bern Branch		25
29.6 and 31.1 New Bern Branch		10(D.B.)*
0.0 and 15.0 Bayboro Branch		15(A)

(D.B.)*Diamond Board
(A) 700 Class engine only

Speed is restricted to 25 miles per hour within corporate limits of Town of Wendell.

Speed is restricted to 15 miles per hour within the Raleigh city limits.

WESTERN DISTRICT

Between Mile Posts	Miles Per Hour	
	GP-18 Engines	Other Engines
Main Line		
234.0 and 240.0	40	40
240.0 and 240.8	30(DB)	30(DB)
240.8 and 247.0	40	40
247.0 and 259.0	20	25
259.0 and 266.6	40	40
266.6 and 267.4	20	25
267.4 and 276.4	40	40
276.4 and 278.8	30(DB)	30(DB)
278.8 and 281.7	35	35
281.7 and 282.5	30(DB)	30(DB)
282.5 and 284.4	35	35
284.4 and 285.9	20(DB)	20(DB)
285.9 and 287.5	40	40
287.5 and 287.8	30(DB)	30(DB)
287.8 and 290.2	35	35
290.2 and 290.8	15(DB)	15(DB)
290.8 and 304.3	35	Temporary 35
304.3 and 324.9	40	40
324.9 and 325.2	20(DB)	20(DB)
325.2 and 327.8	40	40
327.8 and 328.2	30(DB)	30(DB)
328.2 and 334.8	40	40
334.8 and 335.8	30(DB)	30(DB)
335.8 and 339.2	40	40
339.2 and 339.6	30(DB)	30(DB)
339.6 and 348.7	40	40
348.7 and 348.9	25(DB)	25(DB)
348.9 and 351.6	40	Temporary 40
351.6 and 354.7	25(DB)	25(DB)
354.7 and 362.7	40	40
362.7 and 363.9	20(DB)	20(DB)
363.9 and 366.6	40	40
366.6 and 384.2	20	25
384.2 and 384.6	20(DB)	20(DB)
384.6 and 387.0	20	Temporary 25
Aberdeen Branch		
23.4 and 56.7	25	30
Fayetteville Branch		
0.0 and 42.9	—	25
Durham Branch		
0.0 and 10.0	—	20
10.0 and 12.0	—	15
12.0 and 14.0	—	20
14.0 and 33.0	—	15
33.0 and 35.3	—	20
35.3 and 40.5	—	15

Trains handling loaded high-side hopper type cars will not exceed speed of 20 miles per hour on Fayetteville Branch and will not exceed 25 miles per hour on Aberdeen Branch.

Trains and engines must approach and move at restricted speed between East Durham and D. & S. C. Junction.

Trains and engines must not exceed speed of 10 miles per hour over Fayetteville and Enterprise Streets, Durham.

Trains and engines must not exceed speed of 15 miles per hour over steel span of New Hope Creek trestle.

Trains handling NS Derrick No. 900 will not exceed 25 M. P. H. on the Main Line or 15 M. P. H. on any Branch Line.

9. TONNAGE RATINGS

(Based on 2000 lb. tons)

Southbound	Engine Class			Northbound	Engine Class		
	700	1600	GP-18		700	1600	GP-18
Norfolk to Marsden	2000	3500	4100	Marsden to Norfolk	2000	3500	4100
Belhaven to Pinetown	2000	3000	4100	Pinetown to Belhaven	2000	3000	4100
Norfolk to Shelton	2000	3500	4100	Shelton to Norfolk	2000	3500	4100
Norfolk to Virginia Beach	2000	3500	4100	Virginia Beach to Norfolk	2000	3500	4000
Marsden to Wilson	2000	3500	4100	Raleigh to Eagle Rock	725	1425	1850
Wilson to Neverson	1050	2500	3000	Eagle Rock to Neverson	950	1975	2475
Neverson to Raleigh	850	1800	2300	Neverson to Park Ave.	1700	3500	4000
Marsden to New Bern	2000	3500		Park Ave. to Wilson	1525	3000	3500
Bayboro to New Bern	2000			Wilson to Marsden	1700	3500	4000
Raleigh to Varina	850	1625	1925	New Bern to Marsden	2000	3500	
Varina to Brickhaven	1175	2500	2800	New Bern to Bayboro ²	2000		
Brickhaven to Gulf	750	1600	1900	Charlotte to Norwood	725	1575	1875
Gulf to Mt. Gilead	575	1250	1550	Norwood to Plankroad	575	1375	1675
Mt. Gilead to Charlotte	725	1525	1825	Plankroad to Colon	750	1600	1900
Varina to Lillington	900	1700		Colon to Duncan	800	1800	2100
Lillington to Fayetteville	1525	3500		Duncan to Varina	1000	2925	3225
Durham to Duncan ¹	675	1400		Varina to Raleigh	925	2100	2400
Durham to Duncan ¹	1100	2225		Fayetteville to Senter	1050	3500	
Star to Candor ¹		1625	1625	Senter to Lillington	2000	2350	
Star to Candor ¹		2750	2750	Lillington to Kipling	675	1300	
Candor to Aberdeen		2750	2750	Kipling to Varina	1000	2075	
				Duncan to Durham	1100	2225	
				Aberdeen to Talbird		1250	1250
				Talbird to Candor		1800	1800
				Candor to Star		3125	3125

¹Doubling tonnage

²The tonnage rating between New Bern and Bayboro provide for doubling in each direction into Grants with over 1000 tons.

10. DRAWBRIDGES

(Rule 98)

DRAWBRIDGES

Table showing the names of drawbridges; the type of signals in use; the distance from approach to home signals, and the distance from home signals to drawbridges:

Name of drawbridge	Distance from approach to home signal		Distance from home signal to drawbridge	
	North side	South side	North side	South side
A&C Canal	1,011 feet	1,016 feet	475 feet	396 feet
Pasquotank River	1,006 feet	1,052 feet	398 feet	390 feet
Albemarle Sound	1,638 feet	1,638 feet	150 feet	150 feet
Pamlico River	1,318 feet	1,311 feet	186 feet	196 feet
Neuse River—New Bern	1,313 feet	None	200 feet	198 feet

HOURS OF ASSIGNMENT OF DRAWBRIDGE TENDERS

	From	To
A. & C. Canal	8:00 A.M. 11:00 P.M.	5:00 P.M. Daily 8:00 A.M. Daily
Pasquotank River *1 hour meal period	8:30 A.M.* 11:30 P.M.	5:30 P.M. Daily 7:30 A.M. Daily
Albemarle Sound	Continuous	
Pamlico River	Continuous	
Neuse River—New Bern	9:00 A.M.	5:00 P.M. Daily Ex. Sunday

Signs reading "3,000 feet to drawbridge" are located on both sides of the A&C canal, Pasquotank river, Albemarle sound and Pamlico river drawbridges, and on the north side of the Neuse river drawbridge. On the south side of Neuse river drawbridge there are two signs, one on each branch of the "wye" track reading "1,500 feet to drawbridge."

Trains and engines will reduce speed to twenty-five (25) miles per hour at the "3,000 feet to drawbridge" signs and to fifteen (15) miles per hour at the "1,500 feet to drawbridge" signs named in the preceding paragraph. Trains and engines will reduce speed a sufficient distance before reaching drawbridge approach signal so as not to pass approach signal running in excess of fifteen (15) miles per hour.

Drawbridge approach signals are of the one-arm "fish-tail" semaphore type, painted YELLOW, fixed in the upper quadrant, display a YELLOW light, and mean PROCEED AT RESTRICTED SPEED PREPARED TO STOP BEFORE REACHING HOME SIGNAL.

Home signals are of the one-arm, two position, lower quadrant, semaphore type, for day indication, and are equipped with RED and GREEN glass lens illuminated by oil lamps, for night indication. The horizontal position of the semaphore arm means "RED BOARD"—STOP! The downward position of 45 degrees or more of the semaphore arm indicates "CLEAR BOARD"—PROCEED. When a RED light is displayed it means STOP. When a GREEN light is displayed it means PROCEED.

All trains and engines will run at restricted speed between approach signals and home signals, prepared to stop, and must stop before reaching home signal unless the home signal (position of semaphore arm and green light) clearly indicate proceed and it is known that the drawbridge is closed and in proper position for trains to pass. When stopped by a "red board" or "red light" trains must not proceed until a "clear board" and a "green light" signals are received.

With the exception of the Albemarle sound drawbridge, engineers will call for and acknowledge proceed signals (rules 14-j and 14-g) at all drawbridges where home signals are located and in operation regardless of the position of the semaphore arm or aspect of the semaphore light at the time home signals are first seen. This must be done both when engineers see home signals

change from STOP to PROCEED and when home signals indicate PROCEED when first seen. Engineers are not required to see home signals change from STOP to PROCEED unless stopped by a "RED BOARD" or a "RED LIGHT," or unless a "RED BOARD" or "RED LIGHT" is displayed when home signals are first seen. Drawbridge tenders may set home signals at proceed when the drawbridge is closed for trains to pass, but engineers will call for and acknowledge home signals even though they may be set at PROCEED when first seen. Ordinarily a proceed signal should be acknowledged approximately one thousand (1,000) feet distant from home signals (depending on conditions) and repeated if necessary for the purpose of notifying drawbridge tenders that a proceed signal has been received and accepted. Engineers will sound one long blast of the whistle (rule 14-m) at a point three-quarters of a mile distant from all drawbridges. Engineers of northward trains will sound whistle for Neuse river drawbridge immediately after starting train at or near New Bern yard office.

On the Albemarle Sound Bridge Draw, the approach signals display a continuous yellow approach signal. Upon arrival at the approach signal, if the draw is closed the home signal will display a green light indicating proceed; otherwise it will display a red or stop signal. If no signal is displayed, trains will approach the home signal prepared to stop unless a hand signal is given by the Draw Tender to proceed.

Sudden stops must be avoided.

Enginemen and trainmen will call the position or indication of home signals to each other as soon as home signals are visible, also when home signals are changed from the position or indication first observed to the opposite position or indication.

When practicable, all members of each crew will maintain a constant lookout ahead for a distance of at least three-quarters of a mile approaching all drawbridges, and will observe whether any member of the crew fails to comply with the above rules, and upon such failure by any member of the crew all other members of the crew must immediately take the proper action to avert any accident.

THE MAXIMUM SPEED OVER ALL DRAWBRIDGES IS FIFTEEN (15) MILES PER HOUR, EXCEPT TEN (10) MILES PER HOUR OVER NEUSE RIVER DRAWBRIDGE.

TRAIN ORDER AND INTERLOCKING STATIONS OPEN AS FOLLOWS:

	MONDAY TO FRIDAY, Inc.		SATURDAY		SUNDAY	
	From	To	From	To	From	To
Coleman Place†	Continuous		Continuous		Continuous	
Norfolk†	{ 12:00 Mid. 8:00 A.M. 8:00 P.M.	{ 4:00 A.M. 4:00 P.M. 12:00 Mid.	{ 12:00 Mid. 8:00 A.M. 8:00 P.M.	{ 4:00 A.M. 4:00 P.M. 12:00 Mid.	{ 12:00 Mid. 8:00 P.M.	{ 4:00 A.M. 12:00 Mid.
Shawboro	12:45 P.M.	4:00 P.M.	Closed		Closed	
Camden	{ 9:00 A.M. 4:15 P.M.	{ 11:30 A.M. 6:00 P.M.	Closed		Closed	
Elizabeth City†	8:00 A.M.	*5:00 P.M.	Closed		Closed	
Hertford	7:55 A.M.	*4:55 P.M.	Closed		Closed	
Edenton	7:55 A.M.	*4:55 P.M.	Closed		Closed	
Mackeys	1:00 P.M.	5:00 P.M.	Closed		Closed	
Plymouth	8:00 A.M.	4:30 A.M.	{ 8:00 A.M. 8:30 P.M.	{ 4:00 P.M. 4:30 A.M.	{ 8:00 A.M. 8:30 A.M.	{ 4:00 P.M. 4:30 A.M.
Belhaven†	8:00 A.M.	*5:00 P.M.	Closed		Closed	
Washington†	7:55 A.M.	*4:45 P.M.	Closed		Closed	
New Bern†	{ 10:00 A.M. 3:30 P.M.	{ **11:30 A.M. ** 7:00 P.M.	Closed		Closed	
Vanceboro†	1:00 P.M.	3:00 P.M.	Closed		Closed	
Marsden†	{ 7:30 A.M. 9:00 P.M.	{ 3:30 P.M. 5:00 A.M.	9:00 P.M.	5:00 A.M.	Closed	
Greenville	7:50 A.M.	*4:50 P.M.	Closed		Closed	
Farmville	7:50 A.M.	*4:50 P.M.	Closed		Closed	
Walstonburg	2:45 P.M.	3:45 P.M.	Closed		Closed	
Stantonsburg	{ 1:30 P.M. 4:20 P.M.	{ 2:30 P.M. 4:45 P.M.	Closed		Closed	
Wilson	8:30 A.M.	9:00 P.M.	Closed		Closed	
Bailey	{ 8:00 A.M. 1:15 P.M.	{ 9:45 A.M. 5:00 P.M.	Closed		Closed	
Middlesex	10:00 A.M.	12:00 Noon	Closed		Closed	
Zebulon	7:45 A.M.	*4:45 P.M.	Closed		Closed	
Wendell	8:00 A.M.	*5:00 P.M.	Closed		Closed	
Raleigh†	{ 8:00 A.M. 9:00 P.M.	{ 4:00 P.M. 5:00 A.M.	{ 8:00 A.M. 9:00 P.M.	{ 4:00 P.M. 5:00 A.M.	{ 8:00 A.M. 9:00 P.M.	{ 4:00 P.M. 5:00 A.M.
Boylan	Continuous		Continuous		Continuous	
Varina	{ 7:50 A.M. 11:30 A.M.	{ 10:00 A.M. *4:50 P.M.	Closed		Closed	
Duncan	10:15 A.M.	11:15 A.M.	Closed		Closed	
Brickhaven	8:30 A.M.	*5:30 P.M.	Closed		Closed	
Colon	8:30 A.M.	*5:30 P.M.	Closed		Closed	
Robbins	7:45 A.M.	*4:45 P.M.	Closed		Closed	
Star†	9:00 A.M.	6:00 P.M.	9:00 A.M.	6:00 P.M.	Closed	
Troy	7:55 A.M.	*4:55 P.M.	Closed		Closed	
Mt. Gilead	7:50 A.M.	*4:50 P.M.	Closed		Closed	
Norwood	7:50 A.M.	*4:50 P.M.	Closed		Closed	
Oakboro	7:55 A.M.	*4:55 P.M.	Closed		Closed	
Charlotte†	{ 7:00 A.M. 7:00 P.M.	{ 3:00 P.M. 3:00 A.M.	{ 7:00 A.M. 7:00 P.M.	{ 3:00 P.M. 3:00 A.M.	{ 7:00 A.M. 12:00 Mid.	{ 3:00 P.M. 3:00 A.M.
Lillington	8:00 A.M.	*5:00 P.M.	Closed		Closed	
Fayetteville†	8:00 A.M.	*5:00 P.M.	8:00 A.M.	*5:00 P.M.	Closed	
Durham†	9:00 A.M.	*6:30 P.M.	Closed		Closed	
West End†	12:45 P.M.	3:45 P.M.	Closed		Closed	
Pinchurst†	{ 8:00 A.M. 4:00 P.M.	{ 11:30 A.M. 5:00 P.M.	Closed		Closed	

*Includes one hour meal period. All offices will observe Saturday and Sunday hours on holidays.
 **For Train Order Purposes.
 †Indicates communicating and emergency train order office removed from main track and no Semaphore Signal.
 ‡Indicates no Semaphore Signal.

LIST OF NON-AGENCY STATIONS

NORFOLK — MARSDEN

NAME	Governing Agency	Station No.	Mile Post	Car Capacity	Opening
Providence	Norfolk	6	5.8	6	N
Butts	Norfolk	8	7.8	8	N&S
*Fentress (2)	Norfolk	12	11.6	73 & 18	N&S
Hickory Ground	Norfolk	16	16.0	17	S
St. Brides	Norfolk	18	18.2	7	N&S
Northwest	Norfolk	21	21.0	4	N
*Moyock	Shawboro	24	24.1	83	N&S
Ferrell	Shawboro	28	28.1	7	S
Ferebee	Shawboro	35	34.8	3	N
Gregory (2)	Shawboro	36	36.0	10 & 4	N&S
Scott	Camden	37	38.1	6	N
Sawyer	Camden	38	38.8	12	N&S
*Belcross (2)	Camden	39	39.2	47 & 11	N&S
Leary	Camden	40	39.9	5	S
Harris	Eliz. City	46	47.5	3	N
Winslow	Eliz. City	50	49.6	4	N
Mt. Herman	Eliz. City	51	51.1	3	S
Chapanoke	Eliz. City	54	54.4	30	S
Winfall (3)	Hertford	59	59.8	14-7-3	N&S
Lucian Park	Plymouth	95	95.2	12	N
*Pinetown (2)	Washington	112	113.3	25	N&S
Bunyan (2)	Washington	121	121.6	18	N

MARSDEN — RALEIGH

Grimesland	Greenville	135	136.0	16	N&S
Brickdale	Greenville	138	139.2	4	S
*Simpson (2)	Greenville	139	141.1	77 & 5	N&S
Powell	Farmville	159	161.8	9	S
Edam		188	191.8	32	N&S
Simms	Wilson	189	192.7	5	S
*Neverson	Wilson	190	193.2	46 & 205	N&S
*Eagle Rock (2)	Wendell	212	215.8	21 & 12	N&S
*Knightdale (2)	Raleigh	217	220.7	29 & 8	N&S
Boushell	Raleigh	224	227.5	2	S

RALEIGH — CHARLOTTE

Airport	Raleigh	232	236.7	11	N&S
Willow Springs	Varina	243	248.4	4	S
Adams	Varina	245	250.2	7	N
Corinth	Brickhaven	260	263.9	10	N&S
Leebrick	Colon	272	276.4	10	N
Cumnock	Colon	275	279.7	6	N
Chatham (2)	Colon	276	281.0	21	N&S
Genco	Colon	277	281.8	7	N
*Gulf	Colon	278	282.5	21	N&S
*Carbonton	Glendon	283	287.2	46 & 3	N&S
*Putnam	Glendon	293	296.5	31	N&S
†Parkwood (2)	Parkwood	294	298.5	12 & 3	N&S
Baldwin	Robbins	299	303.3	2	S
Pyrax	Robbins	302	305.5	16	N&S
Purwat	Robbins	309	308.9	13	N
Wadeville	Mt. Giload	327	332.3	4	S
Jordan	Mt. Giload	329	333.9	7	N
Batten	Mt. Giload	334	338.8	2	S
Hydro	Mt. Giload	337	340.7	27	N
Aquadale	Oakboro	347	351.4	8	N&S
Solite (5)	Oakboro	348	352.2	71	N&S
Stanfield	Oakboro	359	363.2	19	N&S
*Midland	Charlotte	363	367.9	35	N&S
Allen	Charlotte	370	374.7	8	S
Wilgrove	Charlotte	374	378.3	6	S
Barmac	Charlotte	376	380.0	2	S
Marko	Charlotte	377	381.7	12	N
East Charlotte	Charlotte	381	385.1	19	N&S

TIDEWATER — VIRGINIA BEACH

NAME	Governing Agency	Station No.	Distance from Carolina	Car Capacity	Opening
Glenrock—Track No. 1	Norfolk	1203	3.8	33	N
Glenrock—Track No. 2	Norfolk	1204	4.5	9	N
*Greenwich	Norfolk	1205	5.4	12	N
*Euclid	Norfolk	1207	7.6	15 & 56	N&S
Rosemont (2)	Norfolk	1210	10.4	12	S
Lynnhaven	Va. Beach	1212	12.0	2	N
London Bridge	Va. Beach	1213	13.0	5	N
*Oceana	Va. Beach	1214	14.5	21	N&S
Oldfield (2)	Va. Beach	1215	15.2	74	N&S
*Seatack	Va. Beach	1216	15.8	11	S

NORFOLK — SHELTON

Dennys (2)	Norfolk	1105	6.0	66	N
*Diamond Springs	Norfolk	1108	7.5	16	N&S
*Shelton	Norfolk	1110	9.6		N

*Shown on face of schedule.

†Open agency but not shown on face of schedule.

LIST OF NON-AGENCY STATIONS

Continued

BELHAVEN — PINETOWN

NAME	Governing Agency	Station No.	Distance from Pinetown	Car Capacity	Opening
Howell.....	Plymouth.....	1401	1.4	4	S
Acre.....	Belhaven.....	1403	2.6	7	S
Terra Ceia.....	Belhaven.....	1406	5.9	2	S
Wilkinson.....	Belhaven.....	1410	9.5	12	N&S
Bishops Cross.....	Belhaven.....	1411	10.9	12	N
Pantego.....	Belhaven.....	1413	12.7	10	N&S
M & L Siding.....	Belhaven.....	1414	13.6	4	N

MARSDEN — NEW BERN

NAME	Governing Agency	Station No.	Distance from Marsden	Car Capacity	Opening
Hackney.....	Marsden.....	2103	3.2	6	S
Wilmar.....	Vanceboro.....	2108	8.6	9	S
Pat.....	Vanceboro.....	2114	13.5	2	S
Vanceboro.....	Vanceboro.....	2115	15.1	13	N&S
Askin.....	New Bern.....	2123	22.8	12	N
*Bridgeton.....	New Bern.....	2130	29.6	47	N&S

BAYBORO — BRIDGETON

NAME	Governing Agency	Station No.	Distance from Bridgeton	Car Capacity	Opening
Grants (3).....	New Bern.....	2211	10.8	24	N
West Alliance.....	Bayboro.....	2212	12.5	5	N

VARINA — FAYETTEVILLE

NAME	Governing Agency	Station No.	Distance from Varina	Car Capacity	Opening
Chalybeate (2).....	Varina.....	3107	6.7	2 & 2	N
*Kipling (2).....	Lillington.....	3109	8.8	17 & 5	N&S
Norbrick.....	Lillington.....	3114	14.4	11	N
Senter (3).....	Lillington.....	3118	17.9	173	N&S
Bunlevel.....	Lillington.....	3121	21.2	6	N
Linden.....	Lillington.....	3126	25.7	12	N&S
Slocomb.....	Fayetteville.....	3133	33.1	4	S
Goodwin (3).....	Fayetteville.....	3140	41.1	28	N&S
Merita.....	Fayetteville.....	3141	41.2	8	N
Myrtle Hill.....	Fayetteville.....	3142	41.4	9	S

*Shown on face of schedule.

†Open agency, but not shown on face of schedule.

DURHAM — DUNCAN

NAME	Governing Agency	Station No.	Distance from Duncan	Car Capacity	Opening
Burt.....	Durham.....	3205	5.3	2	S
*Bonsal.....	Durham.....	3210	10.2	2	N
Hilltop.....	Durham.....	3212	12.0	15	N&S
Seaforth.....	Durham.....	3218	17.6	4	N&S
Farrington.....	Durham.....	3223	22.7	7	N&S
South Durham.....	Durham.....	3234	33.7	12	S
Sheb.....	Durham.....	3237	37.6	3	S

STAR — ABERDEEN

NAME	Governing Agency	Station No.	Distance from Star	Car Capacity	Opening
*Candor.....	Biscoe.....	3308	8.3	21	N&S
Cindy.....	Biscoe.....	3311	10.8	5	S
Eagle Springs.....	West End.....	3314	14.0	4	S
Parker.....	Aberdeen.....	3331	31.3	2	S
*Talbird (2).....	Pinehurst.....	3332	32.2	24 & 38	N&S
Sanco.....	Aberdeen.....	3333	32.3	2	N

MEDICAL STAFF

R. L. Payne, Jr., Chief Surgeon.....	Norfolk, Va.
R. E. McAlpine, Asst. Chief Surgeon.....	Norfolk, Va.
J. H. Vansant, Local Surgeon.....	Norfolk, Va.
E. Ray Altizer, Local Surgeon.....	Norfolk, Va.
Geo. Duncan, Orthopedic Surgeon.....	Norfolk, Va.
John A. Vann, Orthopedic Surgeon.....	Norfolk, Va.
C. C. Cooley, Oculist Surgeon.....	Norfolk, Va.
R. W. Woodhouse, Local Surgeon.....	Virginia Beach, Va.
H. F. Dormire, Asst. Local Surgeon.....	Virginia Beach, Va.
Marvin Mann, Local Surgeon.....	Hickory, Va.
Z. D. Owens, Local Surgeon.....	Elizabeth City, N. C.
J. F. Weeks, Local Surgeon.....	Elizabeth City, N. C.
F. H. Salters, Oculist Surgeon.....	Elizabeth City, N. C.
T. P. Brinn, Local Surgeon.....	Hertford, N. C.
C. A. Davenport, Asst. Local Surgeon.....	Hertford, N. C.
L. P. Williams, Local Surgeon.....	Edenton, N. C.
Roland H. Vaughan, Asst. Local Surgeon.....	Edenton, N. C.
T. L. Bray, Local Surgeon.....	Plymouth, N. C.
Ellis Winstead, Local Surgeon.....	Belhaven, N. C.
Clark Rodman, Local Surgeon.....	Washington, N. C.
E. W. Larkin, Jr., Oculist Surgeon.....	Washington, N. C.
F. M. S. Patterson, Local Surgeon.....	New Bern, N. C.
J. F. Patterson, Local Surgeon.....	New Bern, N. C.
Alan Davidson, Oculist Surgeon.....	New Bern, N. C.
D. A. Dees, Local Surgeon.....	Bayboro, N. C.
E. B. Aycock, Local Surgeon.....	Greenville, N. C.
C. E. Fitzgerald, Local Surgeon.....	Farmville, N. C.
M. A. Pittman, Local Surgeon.....	Wilson, N. C.
C. W. Goodwin, Asst. Local Surgeon.....	Wilson, N. C.
H. C. Willis, Oculist Surgeon.....	Wilson, N. C.
B. D. Thomas, Local Surgeon.....	Zebulon, N. C.
J. Walter Neal, Division Surgeon.....	Raleigh, N. C.
Thomas B. Dameron, Jr., Orthopedic Surgeon.....	Raleigh, N. C.
J. J. Combs, Medical Consultant.....	Raleigh, N. C.
V. M. Hicks, Oculist Surgeon.....	Raleigh, N. C.
V. M. Hicks, Jr., Asst. Oculist Surgeon.....	Raleigh, N. C.
Robert P. Noble, X-ray Specialist.....	Raleigh, N. C.
Wiley H. Cozart, Local Surgeon.....	Fuquay Springs, N. C.
J. K. Williford, Local Surgeon.....	Lillington, N. C.
James W. McLean, Local Surgeon.....	Fayetteville, N. C.
J. N. Robertson, Oculist Surgeon.....	Fayetteville, N. C.
Hunter Sweaney, Local Surgeon.....	Durham, N. C.
O. S. Goodwin, Local Surgeon.....	Apex, N. C.
F. L. Knight, Local Surgeon.....	Sanford, N. C.
Charles F. Scarborough, Local Surgeon.....	Star, N. C.
Clement Monroe, Local Surgeon.....	Pinehurst, N. C.
J. P. Bowen, Local Surgeon.....	Aberdeen, N. C.
C. N. Eckerson, Local Surgeon.....	Troy, N. C.
W. L. McLeod, Local Surgeon.....	Norwood, N. C.
E. R. Hipp, Local Surgeon.....	Charlotte, N. C.
Henry Sloan, Jr., Local Oculist.....	Charlotte, N. C.
A. R. Berkeley, Jr., Orthopedic Surgeon.....	Charlotte, N. C.

WATCH INSPECTORS

Jeffries Jewelry, Inc., Local and Traveling Insp.....	Raleigh, N. C.
D. P. Paul Co.....	Norfolk, Va.
South Norfolk Jewelers.....	South Norfolk, Va.
Lewis Selig.....	Elizabeth City, N. C.
O. R. Leggett's Son.....	Plymouth, N. C.
R. L. Stewart.....	Washington, N. C.
L. W. Prokey.....	New Bern, N. C.
L. G. Ballard.....	Wilson, N. C.
Geo. W. Ferrell.....	Durham, N. C.
Mooney Jewelers.....	Charlotte, N. C.

SYSTEM AND DISTRICT OFFICERS

C. W. Teeter, Asst. to General Supt.....	Raleigh, N. C.
B. J. Wiggs, Jr., Trainmaster.....	Raleigh, N. C.
S. L. Brown, Trainmaster.....	Norfolk, Va.
S. C. Wafield, Trainmaster.....	Raleigh, N. C.
J. C. Lowery, Road Foreman of Engines.....	Raleigh, N. C.
H. R. Parrott, Chief Dispatcher.....	Raleigh, N. C.
A. N. Edmonds, Freight Claim Agent.....	Raleigh, N. C.

Yardmasters

A. C. Smith.....	Norfolk, Va.
J. M. Leveridge.....	Raleigh, N. C.

Dispatchers

C. D. LaFrage.....	Raleigh, N. C.
J. R. Knight.....	Raleigh, N. C.
M. L. Scott, Jr.....	Raleigh, N. C.
R. P. Baucom.....	Raleigh, N. C.
J. F. Martin.....	Raleigh, N. C.
B. W. Poe.....	Raleigh, N. C.
T. V. Harris.....	Raleigh, N. C.
J. I. Allen.....	Raleigh, N. C.
A. Daniel.....	Coleman Place, Va.
A. Sawyer.....	Coleman Place, Va.
J. Martell.....	Coleman Place, Va.
P. Benton.....	Coleman Place, Va.
W. Ramsey.....	Coleman Place, Va.

Supervisory Agents

H. W. White.....	Norfolk, Va.
H. E. Poole.....	Elizabeth City, N. C.
F. E. Broadhurst.....	Wilson, N. C.
H. W. DuMeer.....	New Bern, N. C.
W. E. Pruett.....	Raleigh, N. C.
C. W. Munden.....	Charlotte, N. C.
B. G. Howard.....	Durham, N. C.

J. A. White, Chief Engineer.....	Raleigh, N. C.
J. B. Simpson, General Roadmaster.....	Raleigh, N. C.
R. O. Davis, Track Supervisor.....	Raleigh, N. C.
C. J. Eudy, Track Supervisor.....	Edenton, N. C.
C. P. Holt, Track Supervisor.....	Star, N. C.
E. C. Boling, B&B Supervisor.....	Raleigh, N. C.
John McIver, B&B Supervisor.....	Raleigh, N. C.

M. B. Dowdy, Chief Mechanical Officer.....	Norfolk, Va.
J. W. Winton, Master Mechanic.....	Raleigh, N. C.
R. W. Reardon, Assistant General Foreman.....	Norfolk, Va.

F. A. Lamm, Claims Investigator.....	Norfolk, Va.
H. E. Payne, Claims Investigator.....	Norfolk, Va.
P. R. Houchins, Claims Investigator.....	Raleigh, N. C.